

LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA17 | Offchurch and Cubbington
Community data (CM-001-017)
Community

November 2013

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Department
for Transport

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Appendix CM-001-017

Environmental topic:	Community	CM
Appendix name:	Community baseline data	001
Community forum area:	Offchurch to Cubbington	017

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1 Introduction

- 1.1.1 The community appendices for the Offchurch and Cubbington community forum area (CFA17) comprise:
- community impact assessment record sheets for construction (Section 2);
 - community impact assessment record sheets for operation (Section 3); and
 - open space survey/public rights of way survey results (Section 4).
- 1.1.2 Maps referred to throughout the community appendix are contained in the Volume 5 community map book.

2 Community impact assessment record sheet for construction

2.1 Centenary Way at Longhole Viaduct

Table 1: Users of Centenary Way at Longhole Viaduct community impact assessment record sheet

Resource name	Users of Centenary Way, at Longhole Viaduct
Community Forum Area	CFA17 Offchurch and Cubbington
Resource type	This route forms part of the 158km (98-mile) Centenary Way named trail which opened in 1991 to celebrate 100 years of Warwickshire County Council. The route runs from Shipston-on-Stour in the south to Kingsbury in the north. PROW surveys in August 2012 identified 12 pedestrians and 14 cyclists.
Resource Description/Profile	Open Space – Public right of way (PROW)
Assessment year	Construction phase (2017+)
Impact 1: Loss of Amenity	Impact: The users of the PROW would be subject to significant visual effect as a result of construction of Longhole viaduct and the formation of embankments, however given the transient nature of the route there will be no significant noise effect and therefore no incombination effect. Duration: No in combination effects
Assessment of magnitude	Significant visual effect only; therefore no in combination effect and no amenity impact
Relevant receptors	Users of PROW
Assessment of sensitivity of receptor(s) to impact	No in combination effects therefore not assessed
Significance rating of effect	No in combination effects therefore not assessed
Proposed mitigation options for significant effects	No in combination effects therefore not assessed
Residual effect significance rating	No in combination effects therefore not assessed

2.2 Grand Union Canal and towpath, Offchurch

Table 2: Grand Union Canal Walk (towpath) community impact assessment record sheet

Resource name	Grand Union Canal and towpath
Community Forum Area	CFA17 Offchurch and Cubbington
Resource type	The Grand Union Canal walk is part of a 233km (145-mile) named trail from London to Birmingham following the route of the canal. At this location it is formed of a grassed stone and hardcore surface which is well maintained. PRow surveys carried out in August 2012 showed no users of the towpath but shows peak hourly flows of 6 canal boats.
Resource Description/Profile	Open Space – Public right of way (PRow)
Assessment year	Construction phase (2017+)
Impact 1: Loss of Amenity	Impact: The users of the canal and PRow would be subject to significant visual impact as a result of construction of Longhole viaduct and the formation of embankments however given the transient nature of the route there will be no significant noise effect and therefore no incombination effect. Duration: No in combination effects
Assessment of magnitude	No in combination effects and therefore no amenity impact
Relevant receptors	Users of the canal and towpath
Assessment of sensitivity of receptor(s) to impact	No in combination effects therefore no amenity impact
Significance rating of effect	No in combination effects therefore not assessed
Impact 2: Loss of land	Impact: A section of the Grand Union Canal tow path (approximately 150-200m in length) lies within permanent land take for the scheme. Duration: Permanent
Assessment of magnitude	The Proposed Scheme makes provision to maintain this route and there is no permanent closure, rerouting or loss of use. The magnitude of the impact is classified as negligible
Relevant receptors	Users of the PRow
Assessment of sensitivity of receptor(s) to impact	The land required for the Proposed Scheme only relates to a short section of the route Sensitivity: The users of the Grand Union Canal and towpath at Longhole Viaduct are considered to be of medium sensitivity.
Significance rating of effect	Negligible effect – not significant
Proposed mitigation options for significant effects	Impact 1: No mitigation identified Impact 2: No further mitigation identified
Residual effect significance rating	Impact 1: Not assessed – no in combination effect Impact 2: Negligible effect – not significant

2.3 Five dwellings at Welsh Road/B4455 Fosse Way Junction

Table 3: Five dwellings at Welsh Road/Fosse Way junction community impact assessment record sheet

Resource name	Five dwellings at Welsh Road/B4455 Fosse Way Junction
Community Forum Area	CFA17 Offchurch and Cubbington
Resource type	Residential
Resource Description/Profile	Five residential dwellings (1-4 Springhill Cottages and Brickyard Cottage)
Assessment year	Construction phase (2017+)
Impact 1: Loss of Amenity	<p>Impact: Change in amenity due to significant visual and HGV effects as a result of works to construct the B4455 Fosse Way Overbridge. The dwellings are located approximately 110m from the Proposed Scheme centre line and the B4455 Fosse Way Overbridge and construction traffic using Fosse Way and turn to Welsh Road to access the Fosse Way main compound and material transfer stockpile area 4.</p> <p>Duration: Works to realign the B4455 Fosse Way are expected to last approximately 16 months, the Fosse Way Main Compound to be in operation for five years</p>
Assessment of magnitude	<p>A 73% increase in HGV traffic on Welsh Road and significant visual impact at all dwellings.</p> <p>The magnitude of the impact is classified as medium</p>
Relevant receptors	Residents at dwellings
Assessment of sensitivity of receptor(s) to impact	Sensitivity Rating: High
Significance rating of effect	Major Adverse – significant
Proposed mitigation options for significant effects	No further mitigation identified
Residual effect significance rating	Major Adverse – significant

2.4 Five dwellings at Hunningham Road

Table 4: Five dwellings at Hunningham Road community impact assessment record sheet

Resource name	Five dwellings at Hunningham Road, Offchurch
Community Forum Area	CFA17 Offchurch and Cubbington
Resource type	Residential
Resource Description/Profile	Five residential dwellings; Valley Fields, Ash Lawns, 1 & 2 Fields Farm Cottages and Field Farm
Assessment year	Construction phase (2017+)
Impact 1: Loss of Amenity	<p>Impact: A change in amenity due to significant traffic and visual impacts during construction of the Hunningham Road Overbridge, an autotransformer station and railway drainage pond. The Hunningham Road Overbridge compound is located directly adjacent to Valley Fields and will be operational for approximately 22 months. Hunningham Road is predicted to experience a 370% increase in HGV traffic, which will travel past Field's Farm Cottages and Field's Farm.</p> <p>Duration: Hunningham Road Overbridge compound will be operational for 22 months</p>
Assessment of magnitude	The magnitude of the impact is classified as medium
Relevant receptors	Residents at dwellings
Assessment of sensitivity of receptor(s) to impact	Sensitivity Rating: High
Significance rating of effect	Major Adverse – significant
Proposed mitigation options for significant effects	No further mitigation identified
Residual effect significance rating	Major Adverse – significant

2.5 Valley Fields, Hunningham Road, Offchurch

Table 5: Valley Fields, Hunningham Road community impact assessment record sheet

Resource name	Valley Fields, Hunningham Road, Offchurch
Community Forum Area	CFA17 Offchurch and Cubbington
Resource type	Residential
Resource Description/Profile	Residential dwelling
Assessment year	Construction phase (2017+)
Impact 1: Loss of Land	Impact: Temporary loss of approximately 7.5% of land from the curtilage of the garden and an incursion as a result of works to construct a new underground water connection to the adjacent satellite compound Duration: Works to last approximately 11 months
Assessment of magnitude	Negligible: The receptor comprises a single residential property, which is negligible in the context of the community assessment.
Relevant receptors	Residents at Valley Fields
Assessment of sensitivity of receptor(s) to impact	Sensitivity Rating: High
Significance rating of effect	Minor Adverse – not significant
Proposed mitigation options for significant effects	No further mitigation identified
Residual effect significance rating	Minor Adverse – not significant

2.6 Land used for the Wolf Run, Welsh Road, Offchurch

Table 6: Land used for the Wolf Run, Welsh Road, Offchurch community impact assessment record sheet

Resource name	Land used for the Wolf Run, Welsh Road, Offchurch
Community Forum Area	CFA17 Offchurch and Cubbington
Resource type	Recreational infrastructure – sports
Resource Description/Profile	The Wolf Run is an off road running event, on a 10km course set in 12ha of farmland, with natural and man-made obstacles. The events are held twice yearly in spring (April) and autumn (September), where approximately 2,500 runners take part each day over a weekend. The runs are usually oversubscribed and a large amount of spectators attend the event in addition to participants.
Assessment year	Construction phase (2017+)
Impact 1: Loss of Land (temporary)	<p>Impact: The Proposed Scheme passes through the centre of the Wolf Run course, which lies on both sides of the Welsh Road. Approximately 398sqm of the course is located within the area of land required temporarily for construction of the Proposed Scheme.</p> <p>Duration: Up to 24 months for Welsh Road and Grand Union Canal Embankment works, resulting in a loss of 3-4 Wolf Run events over 2 years.</p>
Assessment of magnitude	<p>Temporarily during construction it would not be possible to accommodate large numbers of runners through a construction area. The Wolf Run would be unable to operate throughout the duration of the construction works of the Proposed Scheme.</p> <p>The magnitude of the impact is classified as high</p>
Relevant receptors	Members of the public who participate and attend as spectators to the event
Assessment of sensitivity of receptor(s) to impact	<p>The Wolf Run is a well attended event from a wide catchment area; however events occur infrequently (twice a year).</p> <p>Sensitivity Rating: Low</p>
Significance rating of effect	Moderate Adverse – significant
Impact 2: Loss of Land (permanent)	<p>Impact: Approximately 22% of the course is located within the area of land required for construction of the Proposed Scheme. 20% of the land required for the construction of the Proposed Scheme is required permanently.</p> <p>Duration: Permanent</p>
Assessment of magnitude	<p>The Longhole Viaduct will make provision for the Es2994 which allows a means of crossing from one part the course to the other, however there are no other opportunities further north which precludes the circular nature of the route being maintained in the future. The course is partially compromised for its intended purpose.</p> <p>The magnitude of the impact is classified as medium</p>
Relevant receptors	Members of the public who participate and attend as spectators to the event
Assessment of sensitivity of receptor(s) to impact	<p>The Wolf Run is a well attended event from a wide catchment area; however events occur infrequently (twice a year)</p> <p>Sensitivity Rating: Low</p>
Significance rating of effect	Minor Adverse – not significant
Proposed mitigation options for significant effects	<p>Impact 1: No further mitigation identified</p> <p>Impact 2: No further mitigation identified</p>

Appendix CM-001-017 | Community impact assessment record sheet for construction

Resource name	Land used for the Wolf Run, Welsh Road, Offchurch
Residual effect significance rating	Impact 1: Moderate adverse – significant Impact 2: Minor adverse – not significant

2.7 Offchurch Greenway and Sustrans NCR No. 41

Table 7: Offchurch Greenway and Sustrans NCR No. 41 community impact assessment record sheet

Resource name	Offchurch Greenway
Community Forum Area	CFA17 Offchurch and Cubbington
Resource type	Open Space – Parks and Gardens
Resource Description/Profile	The Offchurch Greenway route is approximately 3km long and runs between Radford Semele in the west and just east of the Fosse Way. It utilises the former trackbed of the Leamington to Rugby railway. East of the Fosse Way the surface is poor quality and can be impassable at times and is not officially part of the greenway, being owned by Sustrans and identified for further investment. West of the Fosse way the surface is of better quality and is paved between Welsh Road and the Grand Union Canal. The greenway is a well-used route; survey results in September 2012 show 51 users, despite poor quality of surface impacting on usability east of the Fosse Way. The route is well promoted and has dedicated public car park spaces. The western section of the Greenway also forms part of the Sustrans National Cycle Network (NCR) (route No. 41 – the Lias Line) which runs from Warwick to Rugby, mostly following local roads in the area, including Long Itchington Road to the east of Offchurch.
Assessment year	Construction phase (2017+)
Impact 1: Loss of Land (permanent)	Impact: Approximately 350m of Greenway is located within land required for construction of the Proposed Scheme. There is no permanent severance as a new overbridge is to be provided and the route reinstated. Duration: Permanent
Assessment of magnitude	The route is to be reinstated and the magnitude of the impact is classified as negligible
Relevant receptors	Users of the Greenway
Assessment of sensitivity of receptor(s) to impact	The Greenway is a well used off-road recreational route Sensitivity Rating: High
Significance rating of effect	Negligible effect – not significant
Impact 2: Loss of amenity	Impact: Significant visual and HGV effects as a result of traffic using Welsh Road as a result of works to build the Proposed Scheme and the Greenway overbridge. It is recognised that users of the Greenway will also be subject to noise impacts as a result of proximity to the construction works for the Proposed Scheme. As this Greenway is outside of a defined tranquil area and given the transitory nature of the route, the noise impacts on users are not regarded as being significant. Duration: Offchurch cutting approximately one year, the compound will be operational for approximately five years.
Assessment of magnitude	Significant noise and visual impacts and significant HGV traffic on Welsh Road that is required to be crossed by users of the Offchurch Greenway and NCR No. 41 The magnitude of the impact is classified as medium
Relevant receptors	Pedestrians and cyclists using the Offchurch greenway and NCR No.41
Assessment of sensitivity of receptor(s) to impact	The greenway has high usage and there is a lack of any suitable alternatives. Sensitivity Rating: High
Significance rating of effect	Major Adverse – significant

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Resource name	Offchurch Greenway
Proposed mitigation options for significant effects	Impact 1: No further mitigation identified Impact 2: No further mitigation identified
Residual effect significance rating	Impact 1: Negligible effect – not significant Impact 2: Major Adverse – significant

2.8 Dwelling at Welsh Road Farm

Table 8: Welsh Road Farm community impact assessment record sheet

Resource name	Dwelling at Welsh Road Farm
Community Forum Area	CFA17 Offchurch and Cubbington
Resource type	Residential
Resource Description/Profile	Residential dwelling
Assessment year	Construction phase (2017+)
Impact 1: Land Take	<p>Impact: Slight permanent loss of land at the entrance to Welsh Road Farm to facilitate the realignment of Welsh Road. The total measured area of land take from the plot is 0.08ha from a plot area 1.8ha, which equates to approximately 5% of the property area.</p> <p>Duration: Permanent</p>
Assessment of magnitude	Negligible: The receptor comprises a single residential property, which is negligible in the context of the community assessment
Relevant receptors	Residents at Welsh Road Farm
Assessment of sensitivity of receptor(s) to impact	Sensitivity Rating: High
Significance rating of effect	Minor Adverse – not significant
Proposed mitigation options for significant effects	No further mitigation identified
Residual effect significance rating	Minor Adverse – not significant

2.9 Brickyard Cottage

Table 9: Brickyard cottage community impact assessment record sheet

Resource name	Brickyard Cottage
Community Forum Area	CFA17 Offchurch and Cubbington
Resource type	Residential
Resource Description/Profile	Residential dwelling
Assessment year	Construction phase (2017+)
Impact 1: Land Take	Impact: Very slight permanent loss of land along the property boundary due to work to realign the junction of Welsh Road with Fosse Way. A revised access will be required to access the cottage. Duration: Permanent
Assessment of magnitude	Negligible: The receptor comprises a single residential property, which is negligible in the context of the community assessment
Relevant receptors	Residents at Brickyard Cottage
Assessment of sensitivity of receptor(s) to impact	Sensitivity Rating: High
Significance rating of effect	Minor Adverse – not significant
Proposed mitigation options for significant effects	No further mitigation identified
Residual effect significance rating	Minor Adverse – not significant

2.10 Lowfield at Long Itchington Road

Table 10: One residential property at Long Itchington Road community impact assessment record sheet

Resource name	Lowfield at Long Itchington Road
Community Forum Area	CFA17 Offchurch and Cubbington
Resource type	Residential
Resource Description/Profile	Residential dwelling; Lowfield, Long Itchington Road
Assessment year	Construction phase (2017+)
Impact 1: Land Take	Impact: Approximately 30% of the garden is located with the Permanent landtake required for works to realign the access track. Duration: Permanent
Assessment of magnitude	Negligible: The receptor comprises a single residential property, which is negligible in the context of the community assessment
Relevant receptors	Residents at Lowfield
Assessment of sensitivity of receptor(s) to impact	Sensitivity Rating: High
Significance rating of effect	Minor Adverse – not significant
Proposed mitigation options for significant effects	No further mitigation identified
Residual effect significance rating	Minor Adverse – not significant

2.11 Hunningham village

Table 11: Hunningham Village community impact assessment

Resource name	Hunningham Village
Community Forum Area	CFA17 Offchurch and Cubbington
Resource type	Residential
Resource Description/Profile	Hunningham has limited facilities and residents are dependent upon Cubbington and Leamington Spa for education, health and other day to day services.
Assessment year	Construction phase (2017+)
Impact 1: Isolation	Effect: No significant delays reported by traffic and transport on the B4453 Rugby Road or A445 Leicester Lane Duration: No significant delays reported
Assessment of magnitude	Traffic and transport report no significant congestion or delays on the B4453 Rugby Road of A445 Leicester Lane The magnitude of the impact is classified as negligible
Relevant receptors	Residents of Hunningham Village
Assessment of sensitivity of receptor(s) to impact	Hunningham has limited facilities and residents are dependent on Cubbington and Leamington Spa for education, health and other day to day services. Alternative routes do exist but would require some increase in journey times Sensitivity: Medium
Significance rating of effect	Negligible – not significant
Proposed mitigation options for significant effects	No further mitigation identified.
Residual effect significance rating	Negligible – not significant

2.12 Weston-under-Wetherley

Table 12: Weston-under-Wetherley community impact assessment

Resource name	Weston-under-Wetherley
Community Forum Area	CFA17 Offchurch and Cubbington
Resource type	Residential
Resource Description/Profile	The village has only a limited range of facilities and residents are dependent upon facilities at Cubbington (for primary schools) and Leamington Spa (for secondary schools, health care and other services).
Assessment year	Construction phase (2017+)
Impact 1: Isolation	Effect: Although there is a significant increase in HGV construction traffic on B4453 Rugby Road, no significant delays reported by traffic and transport Duration: no significant delays reported by traffic and transport
Assessment of magnitude	Although there is a significant increase in HGV construction traffic on B4453 Rugby Road, no significant delays reported by traffic and transport The magnitude of the impact is classified as negligible
Relevant receptors	Residents of Weston-under-Wetherley
Assessment of sensitivity of receptor(s) to impact	Weston-under-Wetherley has limited facilities and residents are dependent upon Cubbington and Leamington Spa for education, health and other day to day services. Residents are dependent on Rugby Road for access to primary and secondary schooling for the entire community, alternative education and health care facilities are more distant and are outside defined priority catchments in the case of education. Alternative routes would involve a significant increase in journey times. Sensitivity: Medium
Significance rating of effect	Negligible – not significant
Proposed mitigation options for significant effects	No further mitigation identified.
Residual effect significance rating	Negligible – not significant

2.13 Shakespeare's Avon Way and Millennium (PRoW W130) Way at Cubbington Wood

Table 13: Shakespeare's Avon Way and Millennium Way at Cubbington Wood community impact assessment record sheet

Resource name	Shakespeare's Avon Way and Millennium Way at Cubbington Wood
Community Forum Area	CFA17 Offchurch and Cubbington
Resource type	Open Space – Public right of way (PRoW)
Resource Description/Profile	The Shakespeare's Avon Way is an 88-mile trail which follows the Avon from its source in Northamptonshire to its confluence with the River Severn at Tewkesbury. The section affected at Cubbington provides a link between Coventry and Leamington Spa. The Millennium Way is a 100-mile marked trail which runs from Worcestershire to Northamptonshire. The section at Cubbington provides part of a route running from Kenilworth, Leamington Spa, Cubbington and Long Itchington. The Millennium Way shares the route of the Shakespeare's Avon Way through Cubbington Woods. The two routes diverge east of the wood, where the Millennium Way heads south-eastwards towards Hunningham and the Shakespeare's Avon Way heads towards Weston under Wetherley.
Assessment year	Construction phase (2017+)
Impact 1: Land Required for the Proposed Scheme	The Proposed Scheme crosses the route of the Shakespeare's Avon Way and Millennium Way public footpath (PRoW No. W130) to the east of Cubbington at South Cubbington Wood. Approximately 150m of the footpath lies within the area of land required for the construction and operation of the Proposed Scheme. The Proposed Scheme makes provision for a slight permanent realignment of the route and a new footbridge to carry the route over the railway. The works can be phased and temporary closures are likely to be necessary during construction
Assessment of magnitude	Negligible: The works can be phase and no temporary closures are expected
Relevant receptors	Pedestrians and cyclists at Shakespeare's Way and Millennium Way at Cubbington Wood
Assessment of sensitivity of receptor(s) to impact	Medium: The PROW is both a long distance and local resource convenient for people living at Cubbington for local walks.
Significance rating of effect	Negligible – not significant
Proposed mitigation options for significant effects	No further mitigation identified.
Residual effect significance rating	Negligible – not significant

2.14 Dwelling at Lower Grange Farm

Table 14: Dwelling at Lower Grange Farm community impact assessment record sheet

Resource name	Dwelling at Lower Grange Farm, Mill Lane
Community Forum Area	CFA17 Offchurch and Cubbington
Resource type	Residential
Resource Description/Profile	Residential dwelling; Lower Grange Farm
Assessment year	Construction phase (2017+)
Impact 1: Loss of Land	Impact: Slight permanent landtake from to the northern edge of the curtilage to facilitate tie in of the new access road to the property Duration: Permanent
Assessment of magnitude	Negligible: The receptor comprises a single residential property, which is negligible in the context of the community assessment
Relevant receptors	Residents at Lower Grange Farm
Assessment of sensitivity of receptor(s) to impact	Sensitivity Rating: High
Significance rating of effect	Minor Adverse – not significant
Proposed mitigation options for significant effects	No further mitigation identified.
Residual effect significance rating	Minor Adverse – not significant

3 Community impact assessment record sheet for operation

3.1.1 There are no operational effects reported within the study area.

4 Open space survey/public rights of way survey results

4.1 Survey process

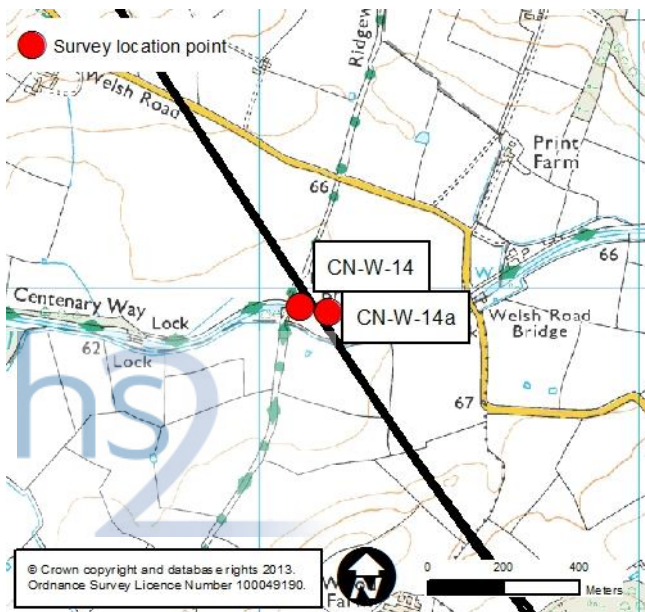
- 4.1.1 Open space and PRow surveys, have been undertaken to collect primary survey data on the use of open spaces and promoted walks, cycleways, bridleways or byways that may be affected by the Proposed Scheme. The information collected helped to identify the sensitivity of the open spaces and promoted routes and their users to potential losses, isolation or and/or amenity effects.
- 4.1.2 For the open space surveys, a consistent sample frame has been used. This includes a minimum of four 15min surveys on a weekend day during the summer season 2012 and a minimum of four 15min surveys on a weekday during the autumn season 2012. Summer surveys were designed to capture peak usage while the week day surveys were designed to capture more typical usage. Weekend surveys were designed to capture peak usage while the weekday surveys were designed to capture more typical usage. Some surveys also took place during late spring 2013 (where the need for a survey arose after the main survey programme). The 15min surveys of open spaces were undertaken between the hours of 08:00 and 18:00 at weekends and 07:00 and 19:00 on weekdays, with timings chosen to capture peak usage. Weather conditions were recorded during each survey and the undertaking of surveys during adverse weather conditions, including rain and abnormally cold/inclement weather, was avoided.
- 4.1.3 The PRow surveys took place on one weekend day (continuously from 08:00 to 18:00) in rural areas or one weekday (continuously from 07:00 to 19:00) in urban areas, with all users of the PRow counted during those time periods. Users that came and returned during the course of the survey period along the same PRow would have been counted on the outward and return journey. The PRow surveys were undertaken for the purposes of the traffic and transport assessment. The results were then adapted for the analysis of promoted routes for the community assessment. Weather conditions were not generally recorded by the surveyors for the PRow surveys.

4.2 Centenary Way

Site overview

- 4.2.1 This public right of way forms part of the 158km (98-mile) Centenary Way named trail which opened in 1991 to celebrate 100 years of Warwickshire County Council. The route runs from Shipston-on-Stour in the south to Kingsbury in the north. This section of the Centenary Way is located 3.4km to the north west of Southam and 4.6km west of Royal Leamington Spa.

Figure 1: Centenary Way – site map



Relationship between the site and the Proposed Scheme

- 4.2.2 The route of the Proposed Scheme would cross the Centenary Way at this point on a viaduct, running in an approximate north-south direction.
- 4.2.3 The land required to construct the Proposed Scheme abuts the Centenary Way where it joins the tow path for the Grand Union Canal on the north side of the canal, the Centenary Way does not fall within any land required for construction of the Proposed Scheme.
- 4.2.4 There may be effects on the amenity of the footpath (i.e. due to a combination of noise and visual intrusion) through both the construction and operation of the Proposed Scheme; these are reported in Section 2 of this appendix.

Survey dates and times

- 4.2.5 Surveys were undertaken at the following times:
- summer:
 - Saturday 19 August 2012, throughout the day.

Survey points and zones

Table 15: Open space – survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Survey point 1	Road bridge	15 minutes	At least 2 hours between surveys.

Key findings and observations

- 4.2.6 The usage shown in the following sections is total usage for the day.

Users per day by type

- 4.2.7 There were 25 users observed on the day of the survey, the majority using the footpath were pedestrians although significant proportion of those using the path were cyclists.

Table 16: Number of users at survey point 1

	Pedestrians			Others					Numbers of users for all use types by survey date/time
	Under 16	17-65	65+	Disabled	Horse	Bicycle	Quad Bike	Vehicles	
Summer surveys									
Weekend [09/09/2012]	0	12	2	0	0	11	0	0	25

Summary of key findings

- 4.2.8 Surveys during the weekend summer survey period showed that path was used by a total of 25 people, with 14 pedestrian users and 11 bicycle users.

Factors affecting assessment

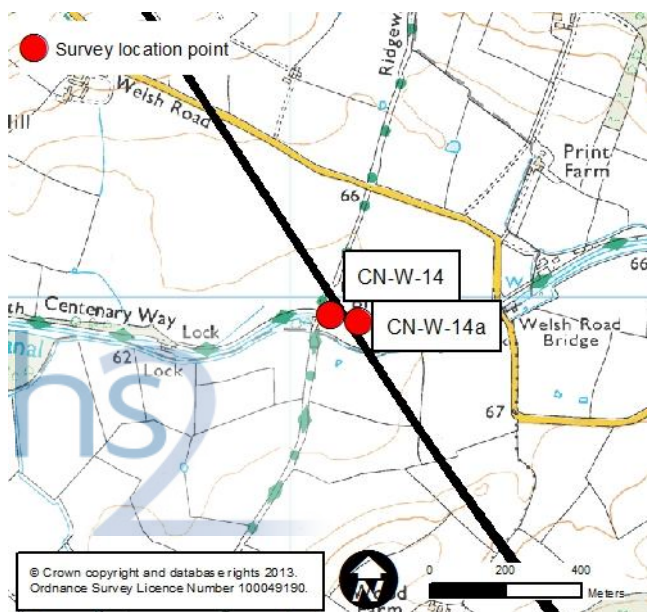
- 4.2.9 The route of the Proposed Scheme will cross the Centenary Way. The construction of the Proposed Scheme may impact on the amenity of those using the walking route as a result of noise and visual impact.

4.3 Grand Union Canal Walk (towpath) Offchurch

Site overview

- 4.3.1 The Grand Union Canal Walk is a public right of way and is part of a 233km (145-mile) named trail from London to Birmingham following the route of the Canal. At this location it is formed of a grassland stone and hardcore surface which is well maintained. This section of the Grand Union Canal Walk is located 3.4km to the north west of Southam and 4.6km west of Royal Leamington Spa.

Figure 2: Grand Union Canal – site map



Relationship between the site and HS2

- 4.3.2 The route of the Proposed Scheme would cross the Grand Union Canal at this point on a viaduct, running in an approximate north-south direction.
- 4.3.3 The land required for the construction and operation of the Proposed Scheme extends across the Grand Union Canal to the east of Longhole Bridge, however both the canal and towpath will be maintained and no temporary or permanent closures are anticipated.
- 4.3.4 There may be effects on the amenity of the footpath (i.e. due to a combination of noise and visual intrusion) through both the construction and operation of the Proposed Scheme.

Survey dates and times

- 4.3.5 Surveys were undertaken at the following times:
- summer:
 - Saturday 26 August 2012, throughout the day.

Survey points and zones

Table 17: Open space – survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Survey point 1	Canal towpath	15 minutes	At least 2 hours between surveys.

Key findings and observations

- 4.3.6 The usage shown in the following sections is total usage for the day.

Users per day by type

- 4.3.7 No users were observed on this section of the Grand Union Canal (Towpath) during the survey.

Table 18: Number of users at survey point 1

	Pedestrians			Others					Numbers of users for all use types by survey date/time
	Under 16	17-65	65+	Disabled	Horse	Bicycle	Quad Bike	Vehicles	
Summer surveys									
Weekend [09/09/2012]	0	0	0	0	0	0	0	0	0

Summary of key findings

- 4.3.8 Surveys during the weekend summer survey period showed that there were no users of this part of the Grand Union Canal Walk (towpath).

Factors affecting assessment

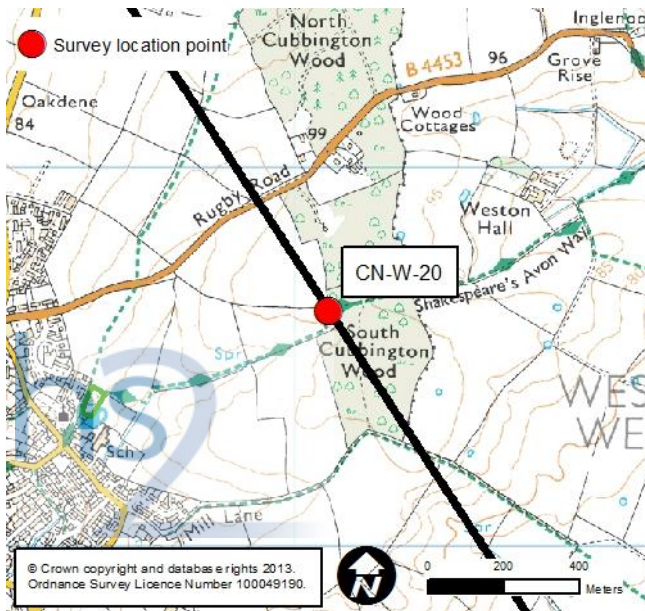
- 4.3.9 The route of the Proposed Scheme would cross the Grand Union Canal Walk. The construction of the Proposed Scheme may impact on the amenity of those using the walking route as a result of noise and visual impact.

4.4 Shakespeare's Avon Way

Site overview

- 4.4.1 Shakespeare's Avon Way is a public right of way and is part of a 142km (88-mile) named trail from Naseby to Tewkesbury following as near as possible the route of the river Avon. The path passes through Northamptonshire, Warwickshire, Worcestershire and Gloucestershire. At this location the path passes through Cubbington Wood and is rough and poorly maintained. This section of Shakespeare's Avon Way is located 0.6km to west of Cubbington.

Figure 3: Shakespeare's Avon Way – site map



Relationship between the site and HS2

- 4.4.2 The route of the Proposed Scheme would cross the Shakespeare's Avon Way at this point running in an approximate north west-south east direction.
- 4.4.3 Construction of the Proposed Scheme would require the permanent diversion of footpath at this point and will bridge over the Proposed Scheme. There may be effects during construction while the footpath is diverted and effect on the amenity of the footpath (i.e. due to a combination of noise and visual intrusion) through both the construction and operation of the Proposed Scheme.

Survey dates and times

- 4.4.4 Surveys were undertaken at the following times:
- summer:
 - Saturday 26 August 2012, throughout the day.

Survey points and zones

Table 19: Open space – survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Survey point 1	South Cubbington Wood	15 minutes	At least 2 hours between surveys.

Key findings and observations

4.4.5 The usage shown in the following sections is total usage for the day.

Users per day by type

4.4.6 There were 16 users observed on the day of the survey, all the users were pedestrians. Most of the pedestrians were between the ages of 17-65.

Table 20: Number of users at survey point 1

	Pedestrians			Others					Numbers of users for all use types by survey date/time
	Under 16	17-65	65+	Disabled	Horse	Bicycle	Quad	Vehicles	
Summer surveys									
Weekend [09/09/2012]	1	14	1	0	0	0	0	0	16

Summary of key findings

4.4.7 Surveys during the weekend summer survey period showed that all the users were pedestrians. Given the close proximity to the village of Cubbington the observed number of users is quite low.

Factors affecting assessment

4.4.8 The path is muddy and not well maintained and is located in isolated woodlands (although this section of the path is in close proximity to Cubbington). Given the condition of the path, it is unlikely that the path would be well used by 'other' users.

4.4.9 The route of the Proposed Scheme will cross the Shakespeare's Avon Way and will be rerouted around a work site during construction however there will be no loss of use. The construction of the Proposed Scheme may impact on the amenity of those using the walking route as a result of noise and visual impacts.